

Purpose

- Maximize preservation and enhancement of the district's outstanding and unique scenic features and resources
- Minimize grading, tree removal, signage and changes to the existing character of roadways and the natural topography,
- Reduce visual intrusions incompatible with the scenic qualities, features and resources
- Design and place buildings and other improvements to preserve, complement, and/or enhance views from scenic byways and roads
- Assure that development is compatible with the scenic resources and intrinsic qualities
- Assure that changes are consistent with the goals, objectives, and management strategies of Corridor Management Plan and Design Guidelines

Recommended Best Practices

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| 1. Preserving Scenic Viewsheds <ul style="list-style-type: none"> a. Multi-point vista controls b. Minimum buffer and distance (setback) requirements |
| 2. Regulating Scenic Roadways <ul style="list-style-type: none"> a. Design Review Advisory Committee (DRAC) b. Context sensitive design standards for roads, non-road infrastructure, and landscaping |
| 3. Linked View Preservation <ul style="list-style-type: none"> a. Environmental protection <ul style="list-style-type: none"> i. Specified and approved plant lists ii. Streams, waterbodies and riparian buffers b. Signage/billboard regulations <ul style="list-style-type: none"> i. Sign and billboard restrictions ii. Size, type and quantity restrictions |
| 4. Implementation <ul style="list-style-type: none"> a. Overlay Zoning b. Conservation design standards c. Protective/Restrictive Easements: scenic views / historic d. Planning, review, monitoring, management protocols |

Best Practices Not Retained in Overlay Recommendations

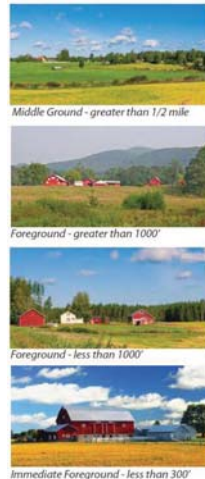
| Measure | Notes |
|---|--|
| Greenway and connected open space planning | Address through other planning programs |
| Establish historic roads classification | Address through other in future measures |
| Historic environmental settings | Addressed through other measures |
| Protections against negative or intrusive views | Addressed through other measures |
| Minimum open space ratios | Addressed through other zoning measures |
| Transfer / Purchase of Development Rights Program | Limited "sending area" within byway |
| General (open space) protection goals | Voluntary/nonprofit education programs |
| Protection of features that contribute to rural character | Voluntary/nonprofit education programs |
| Open space design standards | Voluntary/nonprofit education programs |
| Increase 'green' in existing developments | Voluntary/nonprofit education programs |
| Landscape management | Voluntary/nonprofit education programs |

Strategies to Protect and Enhance

Provide Scenic Viewshed Protection

“The first ten percent of development usually destroys fifty percent of the countryside”

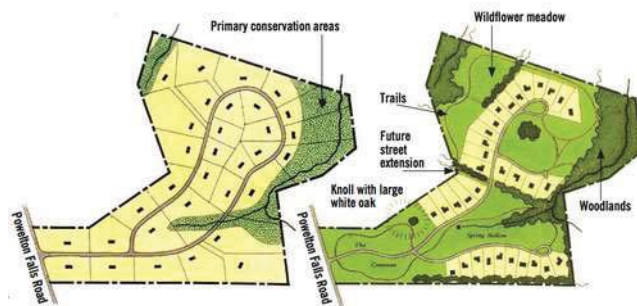
Tony Hiss
The Experience of Place



Visibility zones provide the greatest protection to the most visible views.

Employ Conservation Design Principles

The conservation design process maximizes protection of land and environmental resources, preserves open space and greenways, evaluates and maintains site hydrology, and ensures flexibility in development design to meet community needs for complimentary and aesthetically pleasing development.



Standard subdivision design vs conservation subdivision design
Image: <http://profbruce.tumblr.com/post/103279334024/10-principles-of-conservation-subdivison-design>

Context Sensitive Solutions

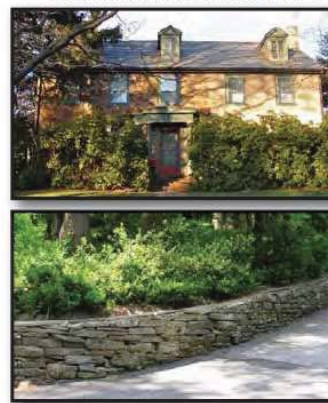
“A collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.”

– Results of Joint AASHTO / FHWA Context Sensitive Solutions Strategic Planning Process, Summary Report, March 2007



Promote Accents and Minimize Intrusions

Accent
Context Sensitive
Preserves/Conserves/Enhances



Intrusion
Not Contextual
Detracts/Diminishes/Destroys



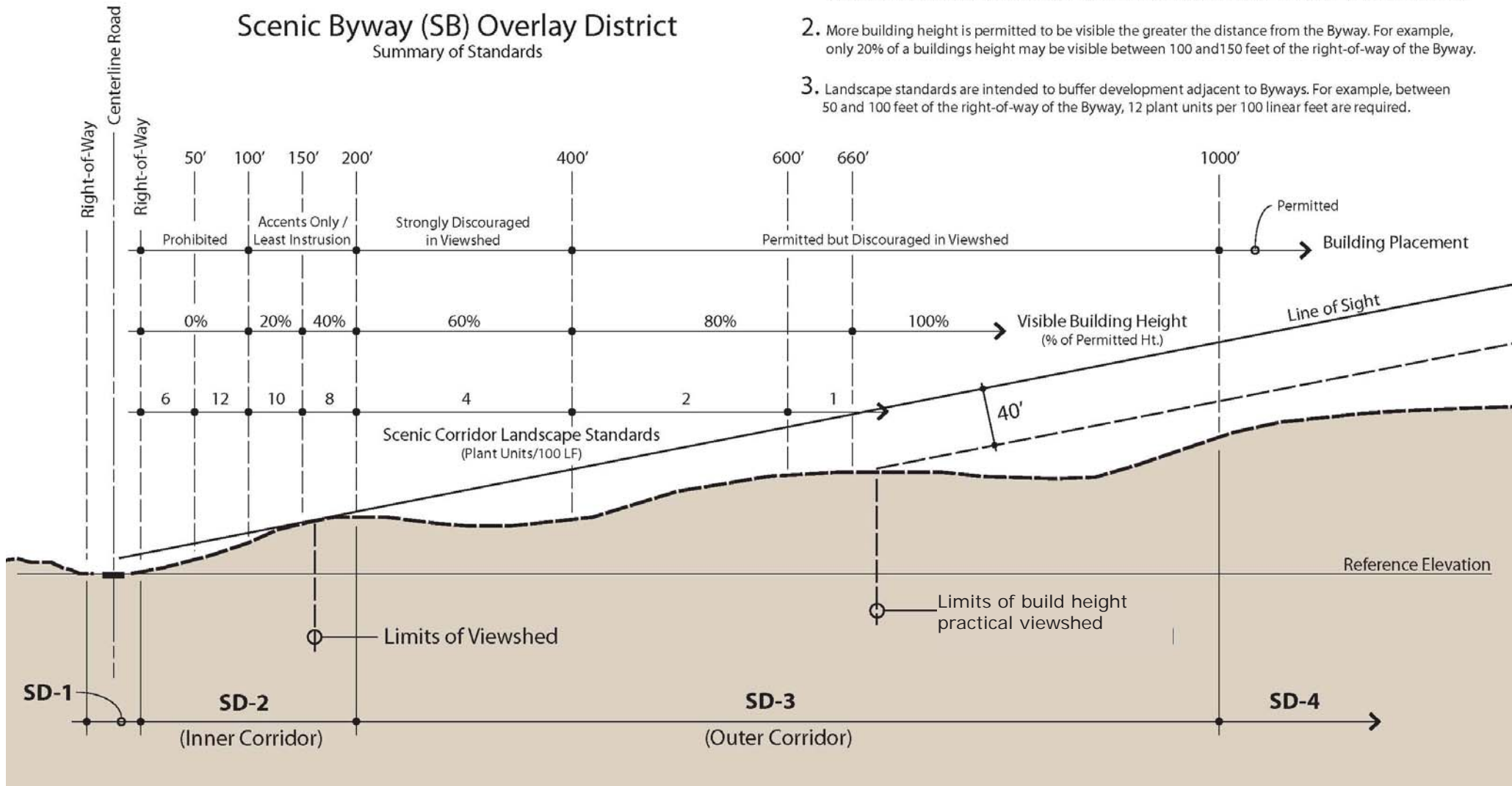
The prioritized steps for compliance are as follows:

1. **Full Protection** through Preservation of identified resources.
2. **Conservation** of identified resources through a positive contribution and/or process.
3. **Enhancement** of identified resources through improvements, repairs, plantings, etc.
4. **Avoidance** of impacts to identified resources.
5. **Minimization** of impacts to identified resources.
6. **Mitigation** of impacts to identified resources.

Summary of Standards

1. Building Placement - Buildings are prohibited within the first one hundred feet of the right-of-way of a scenic road. As the distance from the road increases, and the viewshed decreases, requirements are reduced. In all cases, applicants are discouraged from placing buildings in the viewshed.
2. More building height is permitted to be visible the greater the distance from the Byway. For example, only 20% of a buildings height may be visible between 100 and 150 feet of the right-of-way of the Byway.
3. Landscape standards are intended to buffer development adjacent to Byways. For example, between 50 and 100 feet of the right-of-way of the Byway, 12 plant units per 100 linear feet are required.

Scenic Byway (SB) Overlay District Summary of Standards



Development Review and Approval Process

